

open to the public. The suite of rooms consists of concert, promenade, polytechnic, news, and billiard rooms, and a tower, or observatory, in the castellated Gothic style. They have been erected by the Bridlington Quay Public Rooms Association, at an outlay of more than 7,000*l*. The site is at the north end of the stone pier and promenade. The architect was Mr. Worth, of Sheffield: Mr. Sissons, contractor, Wilson, stonemason, and Musgrave, bricklayer, all of Hull. The lowest tender for the erection of the Hull baths and washhouses was that of Mr. Sissons. The Committee, however, says the Hull Packet, have adjourned their decision. The new parish church of Aspatia was consecrated on Tuesday week. The rebuilding has been executed from designs by Messrs. Trivian and Mangnall, of Manchester, architects, at an estimated cost of 2,369*l*, exclusive of extras. The foundations were laid on the site of the old building on 23rd July, 1846, and the style of the old edifice, the Early English, though on an enlarged scale, has been preserved. The material is the red freestone of the district. The length of the church, including the tower, is 118 feet 10 inches. The nave is 71 feet 10 inches by 40 feet; the chancel 30 feet by 15 feet 9 inches. The body of the church is divided into three aisles, the stone pillars which support the roof of the side aisles being all alternately circular, multangular, and of bold dimensions. There are stained-glass windows, executed by Mr. John Scott, of Carlisle. The roof is of open timber work, the pitch being an equilateral triangle. The seats are open and uniform; they will accommodate 600 persons.

In draining on a farm of the Duke of Argyll's, at Inverary, a piece of masonic structure was lately found, enclosing a fountain of mineral water. The field had been known as the "Physic Well Park." The Messrs. Gibson, of Saffron Walden, have now in the course of erection a Post Office, from designs by Mr. W. Beck, and the committee of shareholders for a new Corn Exchange, as designed by Mr. R. Tress, are about to commence the same. Mr. C. Kerswell, builder, of Walden, is the successful competitor in both instances.

RAILWAY JOTTINGS.

THE quantity of food from agricultural and fishing or other shipping sources, poured into the metropolis weekly by railway, says the *Railway Times*, almost surpasses belief. The following quantities of provisions were forwarded via Eastern Counties, during the week ending May 27th:—Beasts, 2,250*l* calves, 112; sheep, 7,990; pigs, 817; grain, 13,572*l* flour, 5,327 sacks; meat, 166 tons; poultry, 26 tons; fresh fish, 50 tons; fruit and vegetables, 198 tons; ale and porter, 207 tons; wool, 159 tons; wines and spirits, 78 tons; milk, 20,848 quarts; bread, 79 cwt., and general merchandise, 2,500 tons. The Admiralty agreed to a crossing of the Clyde by the Caldonian, and Glasgow, Paisley, and Ayrshire Railway Companies, on the conditions that the bridge should consist of only one pier, and 10,000*l*. instead of 8,000*l*. he paid to the Clyde trustees. The New Holland station of the Manchester, Sheffield, and Lincoln line, on the Humber, opposite Hull, planned by Mr. J. Fowler, C.E., and executed by Mr. Court, is of brick with stone facings, with a pier of about 1,500 feet into the river, built of timber, 30 feet wide, and steps at different parts, for descent into the steamers, according to the state of the tide. Connected with the works, there is also a haven for coasting vessels, 600 feet long and 200 feet wide, with an entrance of 100 feet, and a length of frontage 624 feet. There are also gas works, engine and carriage buildings, &c. This station will be used in course of the autumn for the London traffic to Hull, Beverley, &c. Singular accommodation is wanted on the Hull side, where a floating "tube" pier has been proposed. About 60 yards of the sea-wall erecting on the sands near Llanelli, part of the works of the South Wales line, have been washed away by the tide. The opening of the Fareham and Portsmouth branch of the South-Western is postponed, by the giving way of an arch by which it crosses over a lane, about a mile from Fareham. Advice from New

South Wales state, that the proposed line between Sydney and Goulburn had been surveyed, a length of 132 miles, and the cost of construction estimated at 2,100*l*. per mile.

METROPOLITAN COMMISSION OF SEWERS.

A GENERAL court was held on Thursday morning in last week, No. 13, House of Commons: the Right Hon. Lord Morpeth, M.P., in the chair. Mr. Hertslet read the communications of Mr. Harding, of No. 68, Long Acre, stating that, in spite of all remonstrances, his neighbour, Mr. Wicks, would continue to drain his premises into a most obnoxious cesspool, to the serious annoyance of himself (Mr. H.) and to the interruption of his business; and calling upon the court to put in force the powers of their new Act to compel him to drain into the sewer. The subject led to a good deal of conversation: and it was finally resolved that Mr. Wicks should be summoned to show cause why he had not drained his premises into the sewer.

Lord Morpeth said he had received a letter from the Civil Surveyors' Association on the subject of the Ordinance survey of the metropolis, which he would now read to the court. The noble lord then read a letter, containing the grounds upon which the civil surveyors rest their application for employment, and to the chief of which we have previously referred.

Lord Morpeth said, in reference to this subject, he could state for himself, as a member of the court, in this great measure of sanitary improvement, his wish was that it should be conducted in as efficient, economical, and rapid a manner as possible. As to the members of this body, he had no doubt that the men of science in the court had given their claims every consideration.

Mr. Chadwick rose for the purpose of moving that the resolutions passed at a former court in reference to the Ordinance survey, be also extended to the Holborn and Finsbury divisions. Mr. Chadwick then proceeded to combat the objections that had been urged by the civil engineers against the employment of the sappers and miners in the execution of the work. One ground was, that it was a local work, and paid for out of the local rates, therefore it came within the province of the civil surveyors. According to this doctrine, which was taken on a ground that he had occasion to meet elsewhere, that because a man contributed one penny to the rates, he was entitled to a return of 1*l*. or whatever price he set upon his own work and considered just. This was nothing less than the old doctrine of parochial political economy, that only the tradesmen of the parish were to be employed out of parochial rates, the soundness of which he had always been obliged to dispute. The associated civil surveyors next contended that it was "against all our national principles and practice to place a military body, raised, educated, and paid for military duties, in competition with any civilians in any profession or trade, to which these may have been educated at their own cost." But had the associated surveyors been educated for making surveys for sanitary purposes? He apprehended that when they were at school, employment for these special purposes could not have been contemplated by them. This he knew, that it was little more than five years ago that he was applied to by the late Professor of Geometry at the College of Civil Engineers for suggestions as to conventional marks, and the special requirements of surveys for sanitary improvement, in order to have them in-

"We have received a letter in reply to our correspondent 'W.C.' in our last number, for a part of which, in fairness, we must find space. He says:—'As to expense, while the fact is uncontested that upon the area of Ireland, nearly twenty-two millions of acres, the cost was 10*l*. per acre the highest charge made by private surveys, I think the fact your correspondent alludes to economy is the better, especially when it is considered that labour is cheap in that country, and that the survey of the northern province thereof is a most inferior work, being a naked town-land survey. I have, however, a fact to state that is not generally known, that at the commencement of the survey the military literally looked the triangulation of eleven counties which had to be surveyed *de novo*, and every man who has practised in Ireland knows of the numerous errors everywhere to be found in this work of twenty years. Further, it has been altogether suppressed that this survey was not, and could not have been, made without the aid of six district civil engineers, under the control of Mr. Griffiths, such had to be surveyed severely aided by corps of young gentlemen, who prepared their work for the sappers, and left these worthless little to do but to chain; and I never heard that the cost of the civil department was included in the million paid for the Irish survey. The main question, however, as to whether the right of the Government to swamp a metropolitan body of men throughout the United Kingdom by basing upon their occupation to a body employed for very different purposes, and then to take the bread out of the mouths of persons many of whom have spent much time and money in acquiring whatever knowledge they have. I say it is most unjust, and that the talk about economy, and the useful employment of the troops, is a pretence, and nothing more. The Surveyors' Association, to which I do not belong, merely indicates the feeling of the whole profession. They have been defeated for the present, but, at all events, let them persist in exposing the vicious system set up against them.'—*As I have said.*"

serted in an elementary treatise he was preparing; the ground for the application being that the work was so new and special, that it had not hitherto been taken into consideration. Of one member of the association, who appeared with the rest to claim the metropolitan survey as work for which they had been educated, he could say that not more than five years ago he (Mr. Chadwick) had exerted himself to procure work for him as a journeyman carpenter. His referred to the case without intending to disparage the individual, whose aim was meritorious. The question of public policy involved in giving an answer to the objection to the employment of the military on the survey, the question, namely, of the employment of the military in time of peace, was too large to be entered upon there, otherwise it might be shown that the employment of the Ordnance corps on beneficial public work was an example worthy of being considered with a view to its extension to the rest of the army. The example of the employment of this corps in beneficial public work, qualifying them for civil employment, was worthy of public note. Out of the associated surveyors, sixteen, or a minority, were known at the type-office as having executed first-class maps. The association offered a guarantee to do the work somewhat cheaper and quicker than it could be done by the Ordnance corps; and although their claims as rate-payers were not entertained, they were requested to furnish detailed evidence of their power to do what they had offered. After a very patient hearing, the committee were unanimously of opinion that the surveyors had failed to give that proof. The work they undertook was much less than that contained in the Ordnance survey; it was, moreover, to be sent in without verification, and the verification under the Ordnance system frequently occupied one-half of the whole time and labour. The committee fully and unanimously believed that they would lose time and money by interrupting the work under progress by the Ordnance and placing it in new hands. In respect to the difference between the Ordnance estimates and the eventual cost, it was fair to observe that as the work advanced, the public appreciation of its importance increased; and new particulars were added, until the survey at the conclusion was likely to be a widely different work from that originally contemplated. In respect to delay, he confessed he thought the northern towns had ground for complaint; but they might remember that the pace of the work was determined on before sanitary measures were in contemplation, and before there was any such pressing need. The committee had been at pains to strike out all non-essential particulars from their requirements. Those only of immediate urgency were included, and it was hoped that the Ordnance Board would direct their force now to step out at double-quick time, for, though the enemy was unseen and silent, their present service was against slaughter as great, ravages as dire, as of any enemy that they would ever be called upon to withstand in war. In conclusion, he trusted the court would confirm the resolutions, as to this district, they had already agreed to in the others, and moved their adoption.

Mr. Hutton seconded the motion. Mr. Leslie said that the association had made a demand of the survey of the metropolis, but was there any security that its members might hang together a month, or even a week. It was true that they were told that the money was not to be paid until the court were satisfied that the work was well done, but in that case who were to be the umpires? Why, there would be no other course than to fall back upon the Board of Ordnance, who would be required to go over the whole of the work, which step must be attended with great expense, besides the difficulty of finding any person to whom the court should agree, and the association should agree, that the matter should be referred. By the plan adopted the greatest accuracy was ensured, and he hoped the work would not be taken out of the hands of the Board of Ordnance. In conclusion, Mr. Leslie alluded to a letter he had received from Mr. Keating, a civil engineer at Leeds (the letter was read), which declared the Ordnance an utterly incompetent body, whose blundering work was never finished, and whose estimate of 25,000*l*. would in the end at least be multiplied by three.

Lord Morpeth thought that it was desirable, as the work had been commenced by the Board of Ordnance, that the arrangement should not be disturbed. His lordship also said that it was out of no disrespect to the civil surveyors that the work had not been intrusted to them, at the same time he must observe that the works executed by the Board of Ordnance had been finished, with an accuracy and precision that had excited universal approbation.

Mr. Chadwick also bore testimony to the ability of some of the members of the association, but there was no guaranty that all the members of that body were equally qualified.

The resolution was then put and carried unanimously.

A communication was read from the Ordnance